



# the Westfield Experience

February 2009

## Company Update

Looking back over 2008 and its myriad challenges, we firmly believe that Westfield has started 2009 in the 'best gear' possible. Inevitably, the credit crunch and recession are impacting on both our supply chain and customers. However, the hard work and adaptability of Westfield employees, supported by a family investment company, will ensure the necessary degree of flexibility for the company to survive in the current cyclical market.

Our initial response to these challenging times has been the launch of a new competitively priced Westfield kit aimed at reducing the cost of motoring. Strong sales in both the UK and Europe are a reflection of the

fantastic feedback that we have received: "the right product for the market, at the right time". The company is also close to launching an interchangeable race-car that will combine fantastic reliability and excellent value for money.

With no short-term improvement in the market forecasted, investment in our companies, our people and new designs is seen as vital in securing our future.

## Events Diary 2009

### » 27-29 March

Le Salon du Cabriolet France

### » 1-11 April

Auto Rai 2009 Holland

### » 9-11 April

International Motorsports Festival  
Abu Dhabi

### » 3-4 May

Stoneleigh Kit Car Show & the Westfield  
Drift Experience

## Factory Opening Times Winter 08/09

Monday to Friday ..... 8.00 - 16.30

Saturday ..... 9.00 - 12.00

14 & 28 February.....CLOSED

## European Small Series

### Development Programme

After months of intensive development we were delighted to launch the new GM powered Westfield EURO car at Autosport International last month. Production of the vehicle, which has already completed a 10,000-mile endurance test without fault, has already commenced. With a raft of European orders already received, we see Westfield growing exponentially in this market over the next few years.

## Racing

Grid sizes in Holland for the AeroRace will be hitting fifty in 2009 and we are pleased to announce that Top Gear magazine has signed-up for this year's Race Series. In response to requests from Westfield racers throughout



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Europe, we are trying to organise a UK European Race for 2009. With sales of over 75 AeroRace vehicles in 2008, we are assured of a strong challenge for places on the podium. Following on from the success of the Westfield AeroRace, we are currently finalising the development and testing of the AeroRace 210. This model is fully interchangeable with the standard AeroRace, making it an extremely attractive proposition for people who want to maximise the utilisation of the vehicle over a number of years.

2009 also sees the launch of the new BARC Westfield Team Racing package, where one to twelve like minded individuals can race a car in the BARC Westfield One Make Race Series - Teams will be available to build, race and support a car as a fully integrated race team hiring the car per race direct from the Factory.

## Westfield Dealer Network

We are extremely pleased to announce two new international members of the Westfield family: Motorsport Middle East, a former Caterham Dealer with vast motorsport experience and one of the only one-stop shop providers in the region ([www.motorsportme.com](http://www.motorsportme.com)) and Johan Albers - from Musselkanaal, Holland ([www.westfieldnederland.nl](http://www.westfieldnederland.nl)) who is well known in this specific market segment through his Mitsubishi and Donkervoort specialist car dealership. We welcome them both to the Westfield family and look forward to working closely with them.

## Westfield Sportscars Design Competition

The winning entry of Westfield Sportscars design competition for electric cars was displayed at Autosport International in January 2009. Aimed at engineering students, the competition winner was Elliot Hawkins, a student at the world-renowned Royal College of Art (RCA).

The competition attracted entries of an extremely high standard from both the UK and abroad. Elliot impressed the judges with the stunning visual aspect of his design and the use of lightweight, recyclable materials. His exciting concept, which will now be realized in full scale, is scheduled for launch in the BARC One Make Race Series in 2010, subject to their approval.

Ralph Tayler-Webb, also from RCA, came second in the competition and Jonathan Browne of Coventry University was placed third.



© Elliot Hawkins

## Technical Tip

This issue's Technical Tip is concerned with the use of cars for track days. Fuel surge can become a problem when cars fitted with standard fuel tanks are used for this activity. The mounting of swirl pots and baffles can differ in standard tank design and the effects of long left or right hand corners on a track can result in the swirl pots running dry of fuel. Whilst this does not have the destructive conclusion of oil surge it does affect the drivability of the car when cornering.

The simple way to eliminate fuel surge is to run a separate fuel swirl pot, in addition to the one fitted in the tank. This is fed with fuel from the main tank swirl pot using an additional low pressure pump (the new swirl pot size can be calculated to carry sufficient fuel). The separate swirl pot then feeds the main fuel system via a high pressure pump, e.g. in fuel injected models. The return feed from the injection system fuel pressure regulator is then piped back directly into the separate swirl pot. At the top of the separate swirl pot a return overflow feed goes back to the original tank swirl pot area. The way the system work is that separate tank is kept full with fuel, keeping a constant uninterrupted supply to the fuel injection system. These systems can be designed and fitted to most fuel tank applications.

For further information, or costs regarding the above installation, please contact our **Technical/Service Department on 01384 400077.**